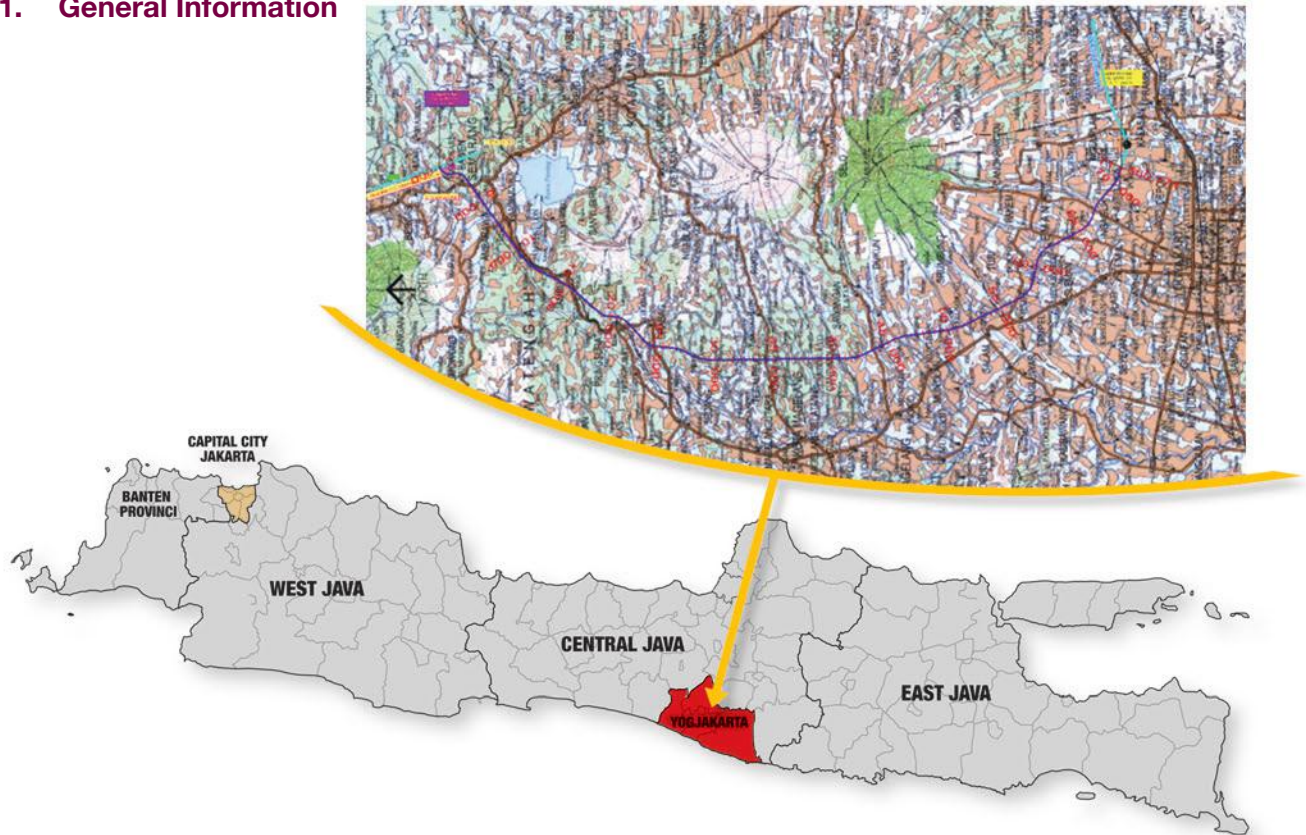


# YOGYAKARTA - BAWEN TOLL ROAD

## 1. General Information



<b>Government Contracting Agency</b>	: Indonesia Toll Road Authority (BPJT)
<b>Implementing Unit</b>	: Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	: Indonesia Toll Road Authority (BPJT)
<b>Estimated Project Cost</b>	: USD 270.00 million
<b>Estimated Concession Period</b>	: 30 years
<b>Location</b>	: D.I. Yogyakarta to Central Java

## 2. The Opportunity

### 2.1. Project Background

Semarang and Yogyakarta are well-developed city among other city and district which are passed by Yogyakarta and Bawen Toll Road. It will give impact on city development because it will also increase partnership among other district and city based on inward and outward looking. Moreover, across this way, there are numerous beautiful sceneries which become tourist attraction. The development of this toll road is important to cover the mobility of people who cross this city.

## 2.2. Project Description

This toll road will be divided into three section:

1. Section 1, Bawen to Secang (STA 0+000 to STA 22+200) including Bawen Junction and Secang Junction;
2. Section 2, Secang to Borobudur (STA 22+200 to STA 53+500) without junction;
3. Section 3, Yogyakarta to Borobudur (STA 53+500 to STA 71+393.852) including Borobudur Junction.

## 2.3. Project Objectives

The purpose of this project are as follows:

1. To increase partnership between district and city around Yogyakarta – Bawen toll road;
2. To develop tourism activity around Yogyakarta – Bawen toll road;
3. To accommodate traffic activity which are occurred by people’s mobility around Yogyakarta and Bawen area.

## 3. Business Entity’s Opportunity

Private partner shall be responsible to perform the toll road project, including financing, engineering design, construction, operation and maintenance of the toll road during concession period.

No.	Parameter	Value
1.	IRR	18.35%
2.	NPV	USD 0.3 billion

## 4. Project Technical Specification

The technical specifications for Yogyakarta - Bawen Toll Road are as follows:

<b>Length</b>	<b>71.561 km</b>
Design Speed	80 – 120 km/hour
<b>Total ways and lanes</b>	
- Initial Phase	2 @ 2 X 3.6 M
- Final Phase	2 @ 2 X 3.6 M
<b>Road Side</b>	
- Initial Phase	3.00
- Initial Phase	1.50 m
Median (inc. inner roadside)	5.5 m

## 5. Environmental Impact Assessment (AMDAL) Findings

The Environmental Impact Assessment is required for this project based on Government Regulation 27/2012. However, major impacts of the toll road project are:

- Noise level increase
- Traffic around location
- Decreasing air quality, underground water quality, river quality
- Disruption on vegetation and fauna habitat
- Social perception and conflict
- Disruption on land structure

## 6. Land Acquisition and Resettlement Action Plan

It is estimated that the land acquisition will require of 6.7 million m<sup>2</sup>.

## 7. Project Structure

Estimated project cost	USD 270.00 million
Indicative debt to equity	
- Debt level	70%
- Equity level	30%

## 8. Government Support and Government Guarantee

Detail assessment of the required government support and guarantee, in terms of form and scale, for the project is needed. It will be identified and specified in the subsequent studies.

## 9. Project Implementation Schedule



## 10. Contact Information

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